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# Hongkong Daily Press.

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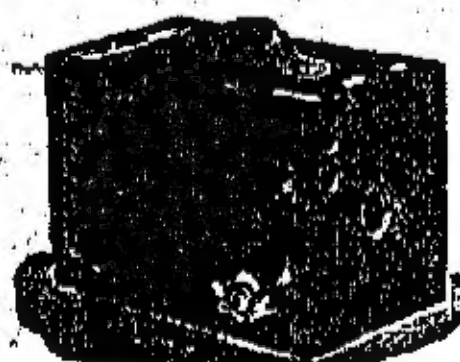
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WE have this day authorised Mr. CARL  
ROBERT LENZMANN to sign  
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CARLOWITZ & CO.  
Hongkong, 6th July, 1905.

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P.O. Box, 33. Telephone No. 12HONGKONG OFFICE: 14, DES VOGES ROAD CH.  
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 12TH, 1935.

DURING last month we published a few notes relating to the difficulty encountered by the Shanghai authorities in seeking to make a good road to "the Hills." The entire correspondence has since been published in the Minutes of the Municipal Council, and affords an excellent example of the troubles and annoyances incidental to all negotiations with a certain class of Chinese. It was not, apparently, that the people of Chungpu were really averse to receiving the blessings of good highways, but that their "objections" were inspired by those who should have known better. It will be strange if, as a result of the strong attitude of the Senior Consul, Dr. KNAPE, the Shanghai TAOTAI is not speedily brought to a knowledge of the error of his ways. The first letter, as published, is one from the Belgian Consul, M. D. SIFFERT, to the Municipal Council, stating that the TAOTAI had demanded the instant stoppage of the road-making. The sub-magistrate of the district had reported that the people were uneasy because the road surveyors had driven in pegs on or near to Chinese graves, always a source of trouble. The "native gentry" and "elders" petitioned against any foreign road at all from Siewwei to the Hills, but this also was quite usual, and formal. The "general opinion of the Chinese public" in sight of a possible "squeeze" is never antagonistic. On the other hand, the Municipal Council had been approached by "certain native residents"

to make the road; but the Council was not proceeding with the work regardless of the Chinese officials. They were making the survey only to get information as to the probable cost, before doing anything further. "Three Chinese gentry" continued their persuasions with the Council, and made certain offers in connection with the necessary land purchases; and did not appear to be unduly alarmed about graves. These particular Chinese minds were focussed apparently, more on facts than tombs. So the Council tried to represent to the TAOTAI "the general benefit, both to the local natives and to the residents in the Settlement, which this road would afford." This was in April, 1934. Two months later the "objections" of the TAOTAI were forthcoming. This enlightened individual was able to see that the road would be "of great benefit to Chinese and foreigners alike," and quoted Sir PELHAM WARREN's remark that it was "a remarkable thing—that these objections should have suddenly been raised against such beneficial work at a time when other local improvements are in progress. It is thought that evil-disposed persons may have raised those obstacles in the matter especially for their own benefit." But, said he, when there are Treaties everything should be done accordingly; and the Municipal Council's surveyors had not unfurled their tapes according to Red Tape; (This is rather free translation) and "the person who objects to the Council constructing the road at Ch'ih-pao village is myself (the TAOTAI) and not any evil-disposed persons." His idea was that the Council's powers should have their limitations shown by this obstruction; and to that end he was instructing the native officials to pull up the surveyors' pegs without delay. In a subsequent letter, the TAOTAI pretended to believe a report that the surveyor and his men had pistols and were "prepared to quarrel or fight with the country people," and talked of "these violent measures." This, of course, was all nonsense; and the people who were to be pistolled had been actually showing "co-operation and good will." All objections but those of the TAOTAI were removed; he only proved adamant, or, more justly, pig-headed. Then the Consular Body grew "tired of the conduct shown by the local Chinese authorities"; and went past TAOTAI to VICKROY. Not unnaturally, the TAOTAI regretted "such conduct on the part of a civilised nation." The subsequent proceedings are so ably indicated in a model letter from the Senior Consul, Dr. KNAPE, to the troublesome TAOTAI, that we must give it almost in full:—

"The construction of roads is a very important factor for the development of the country. Mr. E. Chang Chi-tung, one of the wisest statesmen of China, who is appreciated by all foreigners and Chinese alike, has always made it a point to act in accordance with the above-mentioned principle. When in Canton he constructed a quay alongside the West river of many li in length. Satisfying he connected the Yangtze river at Shikwan with the southern parts of the city by a road of over 60 li; and in Wuchang also an excellent road has been built by him.

"All these roads are a blessing to the population. In the same enlightened spirit your predecessors have acted in Shanghai. I draw your attention to all the roads in the neighbourhood, viz., the Desford Road, the Gordon Road, the Robinson Road, the Singapore Road, the Breman Road, Avenue Road, Avenue Paul Brunat, and many others. Some of them are now within the boundaries of the Settlements but they were built when the territory was still outside.

"The road proposed to the Hill is not destined for the pleasure of foreigners in Shanghai but it is an absolute necessity for the food supply of a city with a population of nearly a million Chinese.

"I had many conversations with you in this matter, have always met with best endeavours to come to an amicable understanding. I have admitted that the road cannot be constructed without the consent of the Chinese authorities. I have suggested to call a meeting of all those who are interested in the matter, viz., representatives of the Consular Body, the Municipal Council, the landowners, the magistrates, the tipsters, and yourself. But I have always received an answer in the negative.

"Being convinced that nothing but obstruction on your part is the cause of the difficulty, and being informed that the land-owners are prepared to sell their property at the prices offered; and that the tipsters are giving every possible assistance, I have asked Dr. Merklingshaus to see the magistrate of Chungpu with the surveyor of the municipality, and to report whether there are any real difficulties.

"The Governor of the 7th June was delivered in London on the 8th instant.

"The 23rd plague case was recorded yesterday, the additions for the 24 hours being three.

"It is pointed out that the 'news' (about the establishment of a Danish-Japanese Trading Company) telegraphed by Reuters towards the end of June was published by Fairplay on February 2nd.

"I did not steal it; it flew on board my boat," Li Shin informed Mr. G. N. Orme at the Police Court yesterday when charged, at the instance of P.C. Barrie, with being in unlawful possession of a chicken. His Worship did not believe the story, and ordered Li to pay a fine of \$10 or go to goal for fourteen days.

A correspondent addressed us regarding the alleged remoteness of the Sanitary officials in not dislodging a doorway in which a corpse was found. We sent the letter out to the proper quarter, and learn that the case referred to was not one of infectious disease at all, so that no special measures were necessary. Will our correspondent please note?

Before Mr. F. A. Hazeland at the Police Court yesterday Lance-sergeant Pitt, of the Water Police, charged the captain of the *Na. Tjinhut* with blowing his whistle other than for the purposes of navigation while at anchor in the harbour. The captain's defence was that he blew the whistle for a pilot to go aboard to shift his vessel. He was ordered to pay a fine of \$15.

Mr. E. J. Harrison, an English journalist resident in Tokyo, has an excellent story translated from the Russian in the *Japan Chronicle*. We believe that Mr. Harrison's study of Russian has commenced when war began, so that he has made wonderful progress. He reads, writes and speaks Japanese fluently; is an expert at jujitsu; and is evidently a credit to his race and profession.

The latest idea in the Australian Commonwealth is to have a National Anthem of their own. At a meeting of the Australian Natives' Association held at Perth on the 1st May, it was resolved "that the Association offer a prize for an Australian National Anthem, the words of which shall have no reference to any country or emblem outside Australia." There must surely be some reference to coloured people.

So great was the noise made by the electric trams while turning the corner near the Harbour Office yesterday, that it was impossible for the members of the Marine Court, sitting therein, to hear witnesses giving their evidence, and the President of the Court, Hon. Captain Barnes-Lawrence, had to send a coolie from the Harbour office to keep the lines watered for the approach of cars.

We have received the 15th annual report of the Mei Fio Insurance Co., of Tokyo (Fire business only) and note that its reserve fund now exceeds two million yen. There was an increase of business to the extent of over thirty six thousand yen, and losses decreased nearly ninety nine thousand. As a result, the happy shareholders get a seventeen per cent dividend. The representatives in South China are the Mitsui Bussan Kaisha.

## EUGEN SANDOW COMING.

Sandow, the modern Hercules, is visiting Hongkong this month, and will play a short season in the City Hall. The Sandow company consists of twenty five pupils, specimens of perfect physical development, developed by the Sandow system of physical culture. These young men Mr. Sandow has selected from different parts of the world; and has one pupil of each prominent nation among them. They are nearly all young men of good social standing in their respective countries; and naturally, being men of muscle, are expert gymnasts and wrestlers. The comic element of the entertainment is supplied by Mr. Bert Platt, a musical comedian. The company also includes Mr. John Dorsani, the Indian violin phenomenon, and Mr. August Dowl, trapeze equilibrist. Sandow is just finishing his tour of the East. He has already visited India and the Straits, North China, Japan, and Manila will complete his Oriental programme.

## JAPANESE COTTON MILLERS AT NINGPO.

Writing on the 26th June, the Ningpo correspondent of the *N. C. Daily News* says:—A contract was signed last week which will have an important effect upon the future of this port.

Ningpo has had a cotton mill for over ten years, which, unlike many of the Shanghai mills, has fully justified the enterprise of its Chinese company. Combined with this cotton mill—that is, in the same grounds and under the same company—a flour mill has been erected, and is now making a bid for success.

Last week, the contract for another cotton mill was signed, the mill to be erected within twelve months.

The site of the mill is situated on the right bank of the river, opposite the British Consulate. The capital of the company will be \$800,000. Of this amount, one-fourth will be Japanese-owned, and the remainder will be provided by Chinese. A Japanese engineer and architect will superintend the erection of the mill, the contractors being Ningpo and Shanghai firms—Chinese—the heads of the firms being Ningpo men.

From the plans of the building, it is safe to assert that the mill will not prove an eyesore to the Settlement. A feature of the new mill will be its high chimney, which will be 40-ft. higher than the city pags.

## TELEGRAMS.

["DAILY PRESS" SERVICE.]

## ELECTORAL REDISTRIBUTION IN GREAT BRITAIN.

LONDON, 11th July.

The Government is proposing to introduce a Redistribution Bill, on the lines passed by the Conservative Associations in October last year.

If passed, England will have seventeen more members, Wales one more, Scotland four more, and Ireland's representation will be decreased by 22; the total being unaltered.

The principle of the Bill is to give one representative to every 63,000 inhabitants. Some of the Irish members represent only five thousand. The Boundary Commission which will have to be appointed if the Bill passes will not attempt any alteration of the constituencies which have at least fifty thousand or less than one hundred thousand. The Irish Party will strongly oppose the Bill.

## DROWNING FATALITY AT SHANGHAI.

SHANGHAI, 11th July.

"Willie" Valenza, son of the conductor of the Municipal Orchestra, was drowned yesterday while bathing.

["DAILY PRESS" SERVICE.]

## PRINCE ARISUGAWA IN ENGLAND.

LONDON, 9th July.

Prince Arisugawa yesterday visited the Wallace collection of pictures. Otherwise, he passed a quiet day.

## THE "KNIAZ POTESKIN."

LONDON, 9th July.

Two Russian warships have taken charge of the *Kniaz Poteskin* at Kantenji.

## THE MOROCCO QUESTION.

LONDON, 9th July.

It is announced that a Franco-German agreement has been reached regarding Morocco. It is stated in Paris that Germany recognises the exceptional position of France on the Algerian frontier.

## "BEYOND CRITICISM."

The *Japan Chronicle* of June 26th says:—Merchants in Japan again have reason to complain of the way in which the mails from abroad destined for this country are "held up" by the Post Office at Hongkong. The Australian mail for Japan arriving at Hongkong by the *N. D. L. steamer Prinz Waldemar* on the 19th instant was taken ashore there with the mails for China. The Post Office was notified that the steamer would leave port within twenty-four hours, and she was allowed to depart without any of the Australian mail she carried for Japan, although the mail from England was placed on board. The result of this is that merchants who had cargo consigned to them from Australia by the *Prinz Waldemar* are unable to obtain delivery because the mail containing the bills of lading and shipping documents has not yet arrived. Should the mail not reach Japan within the next day or two, consignees will be unable to get their documents presented at the Customs before the 30th instant, and it is thus probable that cargo which would have been landed under the old Customs Tariff will have to pay the increased duties which take effect from the 1st proximo. Complaints have frequently been made to the Post Office at Hongkong regarding the way the mails in transit are detained, but the Post Office there is apparently beyond the reach of criticism, and continues to display the most extraordinary lack of judgment, to say nothing of common sense.

Next day, the following letter appeared:—  
Sir, I note by today's *Chronicle* that further delays to the Australian mails have taken place at the Hongkong post office. I am taking the matter up with the Hongkong Government, and trust it will be the means of avoiding similar delays in future.—Yours truly, J. B. Sutor.

Commercial Representative of N.S.W. Government.  
The Hongkong Post Office is quite "beyond the reach of criticism." A little while ago, when we called attention to the mysterious disappearance of letters entrusted to the local office for local delivery, an official notice was at once posted, advising the public that unless they enclose the "envelope or wrapper" with their complaints, it was not easy to investigate. It is not any easier to send the envelope or wrapper of a letter that never turns up.

## THE "ST. KILDA'S" MAIL.

BAGS OPENED AND LETTERS STOLEN.

Of the English mail which was shipped by the *St. Kilda* at Hongkong for Japan, and afterwards taken in charge by the Russian cruiser which sank the *St. Kilda*, a portion consisting of twenty bags arrived at Kobe on June 29 three weeks overdue. We (*Japan Chronicle*) learn from the Kobe Post Office authorities that eighteen out of twenty bags bore evidence of having been opened. The bags contained in all about two thousand packages—letters, parcels, and papers. A close examination of the letters shows that seven addressed to persons in Kobe had been opened, while others bore indications of having been tampered with. Of the general mail it is impossible to say how many bags or letters are missing, but the authorities state that several registered letters due with the mail have not arrived, and it can only be inferred that these have been stolen.

What with the delinquencies of the Hongkong postal authorities, the free-lance methods of the Russian cruisers, and the occasional lapse of the postal arrangements here, the foreign merchant in Japan is just now severely handicapped.

It is long odds that *Punch* describes the election of Elihu Root to the American Secretaryship as, *verb. et. c.*, a "radical" change.

## THE WAR.

["DAILY PRESS" SERVICE.]

## THE MEETING PLACE OF THE PLENIPOLENTIARIES.

LONDON, 11th July.

The plenipotentiaries of Japan and Russia are to meet at Portsmouth, a seaport city in New Hampshire, America.

There is an important Naval Yard here, and ship-building works.

## BRITISH FLEET AT BREST.

LONDON, 11th July.

There were enormous crowds at Brest to witness the arrival of the British Fleet; and a most enthusiastic welcome was accorded.

## BRITISH ARMY UNFIT AND UNREADY.

LORD ROBERTS AND CONSCRIPTION.

LONDON, 11th July.

Lord Roberts, speaking in the House of Lords, said that the British Army was to-day as absolutely unfitted and unprepared for war as it was in 1899. He advocated some system of conscription.

## FRENCH SUBMARINE DISASTER.

LONDON, 11th July.

The sunken French submarine has not been raised.

The survivors say that the disaster was purely accidental.

## CAPTAIN BOUGOUIN SENTENCED.

KOBE, 10th July.

(Received 11th July.)

Captain Bouguin, charged with espionage, has been sentenced to undergo ten years' "major" imprisonment.

His Japanese assistant, Maki, was sentenced to eight years' "minor" imprisonment.

Some French comments on the charge were as follows:—

*Le Petit Parisien* says: When the war broke out Captain Bouguin entered into relations with the French Press, which congratulated themselves upon finding out there a correspondent so well advised on the affairs of Japan. It was thus that the erstwhile attaché became one of the correspondents of *Petit Parisien* in Japan. Several times he has sent us letters and telegrams which were noteworthy. It seems that the papers seized at M. Bouguin's house were simply notes prepared for future articles. It is only natural that in his capacity of a correspondent he should note all information that he obtained. But as to revealing in his correspondence any forbidden news he has done none of that. For the rest, the French Legation at Tokyo is busy with the incident, and it is upon the Japanese Government, whose not has been somewhat too precipitate, that the task of proving the charges falls.

*La Liberté* says: Captain Bouguin was during the early part of the war the correspondent of *Le Libérateur* for Japan, in which capacity he has sent us many contributions. He is, in fact, one of the three correspondents of *Petit Parisien*, correspondent for an English journal, and likewise an American newspaper, to whom he has furnished articles and photographs. Thus the project involved by the Japanese police can be explained though not justified. In the course of a search of M. Bouguin's house in his absence, the police seized outlines and rough notes on the war. The Government, moreover, seems convinced, without chance of dispute, that the documents seized with such delay are nothing less than the bases of information destined for the greatest publicity. We have still in the *Liberté* office photographs and notes of Captain Bouguin's, whose rôle of correspondent and journalist is by them shown to be indisputable and perfectly legitimate.

[BY COURTESY OF THE JAPANESE CONSUL.]

## SAGHALIEN.

Tokyo, 11th July.

Vice-Admiral Kataoka reports that the two cruisers and four torpedo-boats under Rear-Admiral Togo with troops on board were despatched to the Kondo promontory (south-western corner of Saghalien) on the 10th instant. After a demonstrative bombardment, the squadron landed a naval detachment and occupied the promontory. The lighthouse and the buildings were found in a good condition.

## H. &amp; S. BANK DIVIDEND.

We are officially authorised to state that, subject to audit, the directors of the Hongkong and Shanghai Banking Corporation will recommend, at the forthcoming meeting, a dividend of 21.15% per share; add to the reserve fund \$500,000; and carry forward about \$1,701,000.

## HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday afternoon in the Board Room, Dr. Clark (President) presiding, and there were also present Hon. Mr. W. Chatham (Vice President), Major Josling, Dr. Pearce, Mr. E. Irving, Mr. F. J. Bodelay, Mr. H. E. Pollock, K.C., Mr. Lau Chai Pak, Mr. H. W. Slade, Mr. A. Runjahn, and Mr. W. Bowen-Rowlands (Secretary).  
The President, pursuant to notice, moved:—  
That the Board hereby authorise Dr. W. W. Pearce, Dr. H. Macfarlane, Dr. W. Moore and Mr. A. Gibson to enter any shop or premises used for the sale or preparation for sale, or for the storage of food, to inspect and examine any food found therein which shall have reason to believe is intended to be used as human food, and in case any such food appears to be unfit for such use, to seize the same in accordance with Section 83 of the Public Health and Buildings Ordinance No. 1 of 1933. He said that no such authority was given under the Ordinance, and it was not often required, but he thought that there should be such authority.

Mr. POLLOCK seconded and it was carried.

## ADULTERATED MILK.

Mr. Frank Brown's return of samples examined under "the Sale of Food and Drugs Ordinance, 1896," for the quarter ending 30th June, showed that out of eight samples of milk examined one was found adulterated. Six samples of beer were all right.

Mr. H. E. Pollock moved:—Was there a prosecution in the case of the adulterated milk? What was the result?

The President replied:—Yes, and a fine of \$200 inflicted.

## MORTALITY STATISTICS.

The mortality statistics for the week ending 17th June, death rate per thousand per annum, showed the following figures:—British and foreign civil population, 44.9; previous week 44.9; corresponding week last year, 41.1. Chinese community (land and boat), 26.1; previous week, 23.8; corresponding week last year, 25.0.

## LIMB WASHING RETURN.

The limbo washing return for the fortnight ending 4th July showed that 3,531 houses were treated in the Central District and 3,773 in the Western District.

## RAT RETURN.

During the week ending the 8th July, 45 rats (including 22 infected) were caught in the City of Victoria, and 189 (12 infected) in Kowloon. The President intimated that the suggestion that the number of rats caught lately had fallen off was incorrect. They were catching fifty per cent more than during the corresponding period of last year.

## "A VERY TROUBLESOME PERSON."

Sapper Wells, R.E., was yesterday charged with behaving in a disorderly manner in Ship Street last Thursday night.

The evidence previously adduced by the Police showed that while Constable Mackay was taking a drunken sailor to the station, the defendant shoved him on one side, saying: "This is a friend of mine. Sir blinlocks thou appeared on the scene to back up the defendant, but five of them ran away when police assistance arrived.

The defendant in his statement said:—Last Thursday night I was at Ship Street with two civilian friends of the *Empress of Japan*. I left my friends for awhile, and when I returned I saw two constables waking one of my friends up. He was lying under a verandah, and the constables were kicking at his feet. I said to Constable Mackay: What are you doing with my friend? I will see him about all right. Just then three Norwegians or Italians came to see if they knew my friend, but they did not. As they left, I went to catch hold of my friend's arm to take him away in a ricksha, when the constable grabbed me by the arm and with his other hand caught me by the neck and threw me to the ground, without any provocation on my part. Just then five or six sailors arrived, and said the constable had treated me in a brutal manner. When I arose from the ground P. C. Hynes said: You come and see him and he will fight you any time when he is off duty. With that one of the sailors joined in with me without my asking for his help. We walked to the top of the street where there was a little argument, and Constable Mackay made a rush at me, while Constable Hynes rushed the sailor. Mackay hit me under the jaw, knocking me down, and then arrested me and took me to the station.

Inspector Gould, in reply to His Worship, stated that so far as he knew the man had never been charged before.

His Worship, to defendant:—As this is your first conviction I propose to give you a chance. No doubt you are a very troublesome person, and I am quite satisfied that you are in the habit of interfering with the police in the execution of their duty. I now warn you that if you again appear before me, I will consider it my duty, in order to protect the police, to sentence you to a term of imprisonment. You will pay a fine of \$7, in default, fourteen days imprisonment with hard labour, and I further order you to enter into a personal bond of \$100 to be of good behaviour for the next twelve months, and let me impress upon you that if you do appear before me again I shall feel it my duty to sentence you to a term of imprisonment without the option of a fine.

Little Alice, much disturbed, begged her mother not to let remarks be made about her doll when it was present. "Because," she said, "I have been trying all her life to keep Dollie from knowing that she was not alive."







**NOTICE.**  
Communications respecting Advertisements, and  
subscriptions, printing, binding, etc., should be addressed  
Daily Press only, and special business matters  
The Manager.  
Telegraphic Address: Press, Codes: A.B.C., 6th St.  
[Initials]  
P.O. Box 33, Telephone No 12

## NEW ADVERTISEMENTS

FOR SALE OR TO LET.

**THE** Property known as the **BELLE VUE**  
HOTEL, Nagasaki,  
Address—  
Care of Japan Chronicle Office, Kobo,  
Hongkong, 12th July, 1905. [1650]

TO LET.

**"BELLVUE,"** PEAK ROAD; from  
1st August.  
Apply to—  
S. A. SEITH,  
Care of Dairy Farm Co., Ltd.  
Hongkong, 12th July, 1905. [1651]

TO LET.

**A** FIRST-CLASS FURNISHED BED  
ROOM To Let, with immediate Possession,  
in good and healthy locality.  
Apply to—  
Care of Daily Press Office,  
Hongkong, 12th July, 1905. [1652]

TO LET.

**"TIANG YUEN,"** No. 18, MACDONNELL  
ROAD, containing 18 Rooms and  
Bath Rooms; a well laid out Garden and Lawn.  
Full View of Harbour. Lately occupied as a  
First-Class Hotel. Part or whole of premises  
can be let.  
Apply to—  
LUK CHEUK MAN,  
No. 8, Queen's Road, Central.  
Hongkong, 12th July, 1905. [1653]

NOTICE.

**GEO. FENWICK & CO., LD., Engineers.**  
&c., are open to receive OFFERS FOR  
THE PURCHASE OF THEIR WANCHAI  
PROPERTY, comprising portions of Marina  
Lots Nos. 31 and 32; approximately area 43,000  
square feet.  
For further particulars apply to the Company.  
Hongkong, 12th July, 1905. [1654]

NEW VOLUME ON INDIA

NOW READY.

**OUR EMPIRE:** Past and Present. By  
the EARL OF MEATH, M. H. CORNWALL  
LEIGH, LL.D., and EDITH JACKSON. Great  
Britain in Asia. Being Volume II. in the  
Series. 8vo pp. Cc. 3vo. cloth boards. With  
maps, 15 full page illustrations and a photo-  
graph of the King. Price 7s. 6d. Volume I.  
(Great Britain in Europe) already Published.  
Same Price.

HARRISON & SONS.

45, Pall Mall, London, S.W.

**THE HONGKONG LAND INVESTMENT  
AND AGENCY COMPANY, LIMITED.**

**AN INTERIM DIVIDEND** of \$3.50 per  
Share for six months ending 31st June, 1905,  
will be payable on the 27th instant, on which  
date Dividend Warrants may be obtained  
on application at the Company's Office.  
The TRANSFER BOOKS of the Company  
will be CLOSED from the 26th to the 27th  
instant (both days inclusive).  
By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary.  
Hongkong, 12th July, 1905. [1655]

**THE WEST POINT BUILDING  
COMPANY, LIMITED.**

**AN INTERIM DIVIDEND** of One  
Dollar and Seventy-five Cents per Share  
for six months ending 31st June, 1905, will  
be payable on the 27th instant, on which  
date Dividend Warrants may be obtained on  
application at the Company's Office.  
The TRANSFER BOOKS of the Company  
will be CLOSED from the 26th to the 27th  
instant (both days inclusive).  
By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary.  
Hongkong, 12th July, 1905. [1656]

**THE HONGKONG LAND INVESTMENT  
AND AGENCY COMPANY, LIMITED.**

**THE** Undersigned has received instructions  
to sell by Public Auction,  
FOR ACCOUNT OF THE CONCERNED,  
TO-MORROW (THURSDAY),  
the 13th July, 1905, at 11 A.M., at their  
SALES ROOMS, No. 8, Des Vaux Road,  
(Corner of Ice House Street),  
SUNDRY HOUSEHOLD FURNITURE,  
ELECTRIC POCKET LAMPS and BAT-  
TERIES, PICTURES, PHOTOGRAPHIC  
CAMERAS & APPARATUS, JAPANESE  
CURTAINS, RICKSHAS, CLOCKS, &c.,  
&c., &c.

Also  
One GURLEY LIGHT MOUNTAIN  
TRANSIT with SOLAR ATTACHMENT  
and TRIPOD, 3 SEXTANTS, One AMER-  
ICAN SAFE by New York Export & Import  
Co., One MANDOLIN and One ELECTRIC  
FAN.  
TERMS—As usual.  
HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 12th July, 1905. [1657]

**PUBLIC AUCTION.**

**THE** Undersigned has received instructions  
to sell by Public Auction,  
FOR ACCOUNT OF THE CONCERNED,  
TO-MORROW (THURSDAY),  
the 13th July, 1905, at 2.30 P.M., at his  
SALES ROOMS, Queen's Road,  
LADIES' DRESS MATERIALS, LACE,  
EMBROIDERIES, SILKS, HATS, SHOES and  
UMBRELLAS.  
&c. &c.  
TERMS OF SALE—As Customary.  
V. I. REMEDIOS,  
Auctioneer.  
Hongkong, 12th July, 1905. [1658]

**DOUGLAS STEAMSHIP COMPANY,  
LIMITED.**

**FOR SWATOW, AMOY AND FOCHOW.**  
THE Company's Steamship  
"HAICHING,"  
Captain Hodgins, will be dispatched for the above  
ports on FRIDAY, the 14th inst., at 10 A.M.  
For Freight or Passage, apply to  
DOUGLAS LARBAIK & CO.,  
General Managers.  
Hongkong, 11th July, 1905. [1649]

## NEW ADVERTISEMENTS

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

**STEAMSHIP "PLEIADES,"**  
FROM TACOMA, VICTORIA, YOKO-  
HAMA, KOBE AND MANILA.

THE above Steamer having arrived, Con-  
signees of Cargo are hereby requested to  
send in their Bills of Lading for countersignature  
and to take immediate delivery of their  
Goods from alongside.  
Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignee's risk  
and expense.  
No Fire Insurance will be effected by us in  
any case whatever.  
DODWELL & CO., LD.,  
Agents.  
Hongkong, 11th July, 1905. [1659]

**PORTLAND AND ASIATIC STEAM-  
SHIP COMPANY.**

NOTICE TO CONSIGNEES.

**STEAMSHIP "NUMANIA,"**  
FROM PORTLAND (OR), YOKOHAMA,  
KOBE AND MOI.

THE above Steamer having arrived, Con-  
signees of Cargo are hereby requested to  
send in their Bills of Lading for countersignature  
and to take immediate delivery of their  
Goods from alongside.  
Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignee's risk  
and expense.  
No Fire Insurance will be effected by me in  
any case whatever.  
ALLAN CAMERON,  
General Agent.  
Hongkong, 11th July, 1905. [1660]

**JAVA-CHINA-JAPAN L.N.**

FROM JAVA PORTS AND MACASSAR.

**THE J.C.L. Steamship**

**"TJILATJAP."**

Captain Koops, having arrived from the  
above ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
countersignature by the undersigned, and to take  
immediate delivery of their Goods from  
alongside.  
Any Cargo impeding her discharge and/or  
Cargo left on board after the 13th inst.  
will be landed in the Hongkong and  
Kowloon Wharf and Godown Company, Limited,  
and stored at Consignee's risk and expense.  
Optional Cargo will be landed, unless notice  
has been given prior to steamer's arrival.  
No Fire Insurance has been effected.  
The steamer will be dispatched for Shanghai,  
Moj, Kobe and Yokohama on the 17th inst.  
Head Agency of the  
JAVA-CHINA-JAPAN L.N.,  
Alexandra Buildings.  
Hongkong, 11th July, 1905. [1659]

**OCEAN STEAMSHIP COMPANY,  
LIMITED.**

**CHINA MUTUAL STEAM NAVA-  
TION COMPANY, LIMITED.**

**CONSIGNEES per Company's Steamer**

**"KEEMUN."**

are hereby notified that the Cargo is being  
discharged into Craft, and/or landed at the  
Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Ltd., where in both  
cases it will be at Consignee's risk. The Cargo  
will be ready for delivery from Craft or Godown  
on and after the 13th inst.  
Optional cargo will be landed, unless notice  
has been given prior to steamer's arrival.  
All broken, chafed, and damaged Goods are to  
be left at the Godowns, where they will be  
examined as at 11 A.M. on the 17th inst.  
No Claims will be admitted after the Goods  
have left the steamer's Godown, and all Goods  
remaining undelivered after the 17th inst. will  
be subject to rent.  
All Claims against the Steamer must be  
presented to the undersigned on or before the  
20th inst., or they will not be recognized.  
No Fire Insurance has been effected.  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 11th July, 1905. 9-10

**NOTICE TO CONSIGNEES.**

**THE P. & O. S. N. Co.'s Steamer**

**"MAZAGON."**

FROM BOMBAY AND STRAITS.  
Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out, Mark by Mark,  
and delivery can be obtained as soon as the  
Goods are landed.  
Goods not cleared by the 18th inst. at 4 P.M.,  
will be subject to rent.  
No Fire Insurance will be effected by me in  
any case whatever.  
Damaged packages must be left in the Go-  
downs for examination by the Consignee's and  
the Company's representatives at an appointed  
hour. All Claims must be presented within  
which date they cannot be recognised. No  
Claims will be admitted after the Goods have  
left the Godowns.  
L. S. LEWIS,  
Acting Superintendent.  
Hongkong, 11th July, 1905. [1661]

**BILLIARD TABLE.**

**WANTED** for the Hongkong Seaman's  
Institute a Good Second-Hand  
BILLIARD TABLE. Any Gentleman  
having one to dispose of is requested to  
communicate with the  
Rev. J. H. FRANGE,  
5, Lyceum Villas, Kowloon.  
Hongkong, 10th July, 1905. [1662]

**POSITION REQUIRED.**

**ENGLISH GENTLEMAN** (aged 29),  
shortly returning from a Holiday in  
England, is desirous of obtaining a position of  
Responsibility in a Hongkong Firm—Secretary-  
ship preferred. Seven years' Far Eastern  
business experience; highest references and  
qualifications.  
Apply to—  
"BARDLEY,"  
Care of Daily Press Office.  
Hongkong, 8th July, 1905. [1663]

**COMPRADORE WANTED.**

**WANTED** a COMPRADORE by an  
European firm doing piece goods and  
general business. Must furnish security for  
\$50,000.  
Apply by letter to—R. S. T.  
Care of Daily Press Office.  
Hongkong, 6th July, 1905. [1610]

## INTIMATIONS

NOTICE.

**THE HONGKONG AND CHINA GAS  
COMPANY, LIMITED,** beg to notify  
the public that in addition to the recent  
REDUCTION IN PRICE OF GAS TO  
\$3.00 PER THOUSAND cubic feet, they now  
offer the following FAVOURABLE TERMS  
TO INDIVIDUAL CONSUMERS:

1. SERVICES up to 30 feet in length will  
be free.

2. NO CHARGE will be made for METER-  
FIXING.

THESE CONCESSIONS will only apply  
to houses in which the work of fitting internal  
pipes is carried out by the Gas Company.  
ESTIMATES for any kind of Gas-fitting  
will be supplied WITHOUT COST to intend  
ing or existing customers.

The Company hire or sell all kinds of Gas  
Fittings, including for Heating, Cooking or  
Lighting, and INWIRE INSPECTION of  
their stock at their NEW SHOW ROOMS at  
WEST POINT.

GEORGE CURRY,  
Local Secretary.

Hongkong, 14th June, 1905. [1641]

**IN THE SUPREME COURT OF  
HONGKONG.**

**IN BANKRUPTCY.**  
No. 38 of 1905.

To Mr. T'OU CHUNG LEE alias CHOY  
CHUNG, late of No. 6 Wyndham  
Street, in the Colony of  
Hongkong, Gentleman.

**TAKE NOTICE** that on the 6th day of  
July, 1905, a Petition was filed against  
you by the Supreme Court of Hongkong in its  
Bankruptcy Jurisdiction on the application of  
LO TUI CHAU in respect of his claim against  
you for \$23,552.39 being the amount of Judg-  
ment debt, interest and taxed costs which the  
said LO TUI CHAU was entitled to recover  
against you in Original Jurisdiction Action  
No. 198 of 1901.

AND FURTHER TAKE NOTICE that  
on the 10th day of July, 1905, the said Supreme  
Court made an Order directing that the said  
Petition be served upon you by posting a copy  
thereof together with a copy of the Order, at  
the entrance of the said Court and that notice  
thereof be inserted in one English and in one  
Chinese newspaper having a circulation in the  
said Colony.

**JOHN HASTINGS,**  
38, Queen's Road Central, Hongkong,  
Solicitor for the Petitioning  
Creditor, LO TUI CHAU.  
Dated this 10th day of July, 1905. [1615]

**NAVY CONTRACT.**

**TENDERS** are invited for the supply of  
MISCELLANEOUS MATERIALS,  
(IRONWOOD, LIME WHITE BEST, CHARCOAL, &c.,  
&c.) from the 1st August, 1905, to H.M.  
Dockyard, Hongkong.

Forms of tender can be obtained on applica-  
tion to the NAVAL STORE OFFICER,  
H.M. Dockyard, and should be returned not  
later than the 18th July, 1905.  
A deposit of One Hundred Dollars (\$100)  
will be required when applying for tender forms,  
to be returned if the tender is declined.  
Hongkong, 10th July, 1905. [1635]

**NAVY CONTRACT.**

**TENDERS** are invited for the supply of  
LABOUR and JUNKS in connection  
with the CAILING of H.M. FLEET, &c., at  
Hongkong, during a period of 12 months from the  
1st August, 1905.

Forms of tender can be obtained on applica-  
tion to the NAVAL STORE OFFICER,  
H.M. NAVAL YARD, Hongkong, and should  
be returned not later than NOON on 18th July,  
1905.  
Hongkong, 6th July, 1905. [1615]

**GOVERNMENT NOTIFICATION—  
No. 411.**

**TENDERS** will be received at this Office  
until NOON of MONDAY, the 14th day  
of August, 1905, for the purchase of the fol-  
lowing PLANT and MATERIALS, formerly in  
use on the Praya Reclamation Works, (Or-  
dinance No. 6 of 1889):—

Lot 1.—STEAM TOW BOAT built by the  
Hoskings & Whampoa Dock Co. in 1890.  
Length between perpendiculars, ... 90 feet.  
Breadth, extreme, ... 17 "  
Depth moulded, ... 8 "  
Compound surface condensing Engines, about  
2 N.H.P.  
Lot 2.—FLOATING STEAM DERRICK CRANE  
supplied by the Hongkong and Whampoa Dock  
Co. in 1890. Working load 8 tons at a radius  
of 50 feet. The Crane built entirely of iron,  
and mounted on an Iron Pontoon 60 ft. by 46 ft.  
by 6 ft. 6 in., with semicircular ends. Draught 2 ft.  
6 in.

Lot 3.—LIGHTERS (2) for deck cargo (con-  
crete blocks). Built by the Hongkong and  
Whampoa Dock Co. in 1890. Constructed of  
Manilla hardwood and Oregon pine, and sheathed  
with zinc. Dimensions 75 ft. by 23 ft. by 5 ft.  
6 in. Carry 30 tons on a draft of 3 feet.  
Lot 4.—LOCOMOTIVE STEAM DERRICK  
CRANE by Bannocks and Rapier. Working  
load 3 tons at a radius of 35 feet.  
Also 516 lineal yards of 70 lbs. flat-bottomed  
STEEL RAILS, with points and cross girds, FISH  
PLATES, BOLTS, SPIKES, and sundry PLATE-  
LAYER'S TOOLS.

Lot 5.—DIVING GEAR by Siebe, Gorman  
& Co.

2 No. Double Air Pumps.  
1 " Single " Do.  
4 " Halstead " Do.  
133 lineal feet of second hand Air Pipe.  
150 " new " Do.  
And a quantity of new Underclothing, &c.

Lot 6.—CONCRETE BLOCKS. 150 No., vary-  
ing from 96 to 144 cubic feet, more or less  
damaged. Total bulk about 15,300 cubic feet.  
For all particulars apply to the Public  
Works Department.  
The Government does not bind itself to  
accept the highest or any tender.  
By Command, F. H. MAY,  
Colonial Secretary's Office,  
Hongkong, 30th June, 1905. [1697]

**SIEN TING.**

**SURGEON DENTIST.**  
No. 10, DAGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st March, 1905.

## AUCTION

PUBLIC AUCTION.

**IN THE SUPREME COURT OF  
HONGKONG.**

ORIGINAL JURISDICTION.

Action No. 135 of 1905.

To be sold by Public Auction by order of the  
Supreme Court of Hongkong.  
**VALUABLE LEASEHOLD PROPERTY  
SITUATE AT KOWLOON,**  
in the Colony of Hongkong.

On FRIDAY,  
the 14th day of July, 1905, at 3 o'clock in the  
afternoon, Messrs. HUGHES and HOUGH'S  
SALES ROOMS, Des Vaux Road Central.

ALL that piece or parcel of ground regis-  
tered in the Land Office as Hunghom  
Inland Lot No. 240 together with the building  
thereon known as No. 74, Des Vaux Road  
Hunghom, abutting on the North side thereof  
on Crown Land and measuring thereon 15 feet,  
on the South side thereof on Hunghom Road,  
and measuring thereon 15 feet on the East side  
thereof on Hunghom Inland Lot No. 234 and  
measuring thereon 50 feet and on the West side  
thereof on Hunghom Inland Lot No. 248 and  
measuring thereon 50 feet and which said piece  
or parcel of ground contains in the whole 750  
square feet and is delineated on the plan attached  
to the Crown Lease thereof and is coloured red  
thereon and is held from the Crown for the  
residue of the term of 75 years from the 19th  
day of December, 1882, granted by a Crown  
Lease dated the 3rd day of June 1902. Annual  
Crown Rent \$7.00.

For further particulars and conditions of sale,  
apply to Messrs. JOHNSON, STOKES and  
MASTER, Solicitors for the Plaintiffs in the  
above action, or to Messrs. HUGHES and  
HOUGH, Auctioneers.

Dated the 28th day of June, 1905. [1514]

PUBLIC COMPANIES

**THE HONGKONG ELECTRIC  
COMPANY, LIMITED.**

**NOTICE IS HEREBY GIVEN** that the  
SIXTEENTH ORDINARY YEARLY  
MEETING of the SHAREHOLDERS  
will be held at the COMPANY'S OFFICES, 81,  
George's Buildings, on SATURDAY, the 15th  
July, at 12.30 P.M., for the purpose of present-  
ing the report of the Directors, together with a  
statement of accounts to 30th April, 1905, and  
electing Directors and Auditors.

THE TRANSFER BOOKS of the Company  
will be CLOSED from the 1st to the 14th  
July, both days inclusive.  
By Order of the Board of Directors,  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 23rd June, 1905. [1542]

**UNION INSURANCE SOCIETY OF  
CANTON, LIMITED.**

**NOTICE.**  
THE CERTIFICATE No. 695 for one  
Share numbered 2231, on which the sum  
of \$50 has been paid up, standing in the Regis-  
ter in the name of KHEE SHING, having been  
declared LOST, Notice is hereby given that  
unless the said Certificate be produced to the  
Society on or before the thirty-first day of  
August next, a New Certificate for the said share  
will be issued by the Society and the old cer-  
tificate will thereafter be held as null and void.  
By Order of the Board of Directors,  
O. MONTAGUE EDE,  
Acting Secretary.  
Hongkong, 11th July, 1905. [1644]

**BOARD AND RESIDENCE**

**PENSION FRANCAISE  
AND RESTAURANT.**  
49, POTTINGER STREET.  
TENUE PAR MME. I. GIQUIER.

FIRST-CLASS COOKING BY A FRENCH COOK.  
Terms, \$3.50 per day.  
Reduced Terms for an Extended Stay.  
Hongkong, 13th January, 1905. 100

**BOARD AND RESIDENCE.**

**MRS. GILLESPIE**  
"GLENWOOD,"  
27, CAINE ROAD.  
Hongkong, 19th March, 1904. [761]

**FIRST-CLASS BOARD & RESIDENCE**

**"BRAESIDE"**  
A LARGE AND COMMODIOUS  
RESIDENCE standing in its own  
grounds, with Tennis Courts, Good Dining and  
Reception Rooms, Large Airy and Well  
Furnished Bedrooms, every home comfort. Fine  
View of the Harbour; Terms moderate.  
Apply to—Mrs. F. W. WATTS,  
"Braeside," 22, Macdonnell Road,  
(late of "Tung Yuen").  
Hongkong, 27th June, 1905. [1543]

**FURNISHED ROOM with Board**

Private Family.  
Apply—  
J. D.,  
Care of Daily Press Office.  
Hongkong, 22nd June, 1905. [1498]

**FURNISHED ROOM with Board, Tennis**

Court. Near Ferry, Kowloon.  
Apply—  
S. S.,  
Care of Daily Press Office.  
Hongkong, 3rd June, 1905. [1364]

**FIRST-CLASS BOARD & RESIDENCE.**

**"ST. GEORGE'S HOUSE,"**  
2 & 4, KENNEDY ROAD,  
and  
"TOWER HOUSE," Kennedy Road.

**EXCELLENT Table.** Every home comfort.  
Well furnished rooms facing the harbour.  
For terms, apply to—  
MRS. C. SACHSE,  
"St. George's House."  
Hongkong, 17th March, 1905. [70]

**TO LET.**

**SHOP, No. 14, QUEEN'S ROAD, CEN-  
TRAL.**  
First floor, No. 12, QUEEN'S ROAD,  
CENTRAL.  
Second floor, Nos. 12 & 14, QUEEN'S  
ROAD, CENTRAL.  
Apply to—  
S. BISNEY,  
Hongkong Hotel.  
Hongkong, 7th June, 1905. 1388

## TO LET

TO LET.

**GODOWN, No. 3, NEW PRAYA,  
Kennedy Town.**  
Apply to—  
HONGKONG LAND INVESTMENT  
& AGENCY CO., LD.  
Hongkong, 28th June, 1905. [1539]

TO LET.

**No. 74, CAINE ROAD.**  
No. 2, MACDONNELL ROAD.  
Apply to—  
COMPRADORE'S DEPARTMENT,  
Nippon Yusen Kaisha.  
Hongkong, 3rd June, 1905. [184]

TO LET.

**HOUSES Nos. 47, 49, 49 & 50, ELGIN  
ROAD, KOWLOON;** Residential Flats  
with Sitting-Room, Bed-Room, Bath-Room,  
Fireplace, Gas Fittings, &c.; entirely European  
style. Rental very moderate. Possession 1st  
August, 1905. Apply to—  
CHINA MERCHANTS S. N. CO.,  
15 & 16, Praya Wai, Hongkong.  
Hongkong, 6th July, 1905. [1614]

TO LET.

**OFFICE ROOMS** at Nos. 12 & 14, Queen's  
Road Central (Corner House); also  
GODOWNS at Back. Can be let separately  
or wholly. Rent moderate, cheaper if the whole  
is taken on a long lease.  
SEVEN EUROPEAN HOUSES, late  
F. Blackhead & Co. and Shaw's, Thomas & Co.'s  
Offices, Ground Floors and Top Floors with  
Godowns can be let separately on long lease.  
Apply to—  
CHUNG SHUN KOO,  
12 & 14, Queen's Road Central.  
Hongkong, 24th December, 1904. [92]

TO LET.

**49, POTTINGER STREET.**  
Apply to—  
ARRATON V. APCAR & CO.,  
45, Wyndham Street.  
Hongkong, 4th July, 1905. [1505]

TO LET.

**HONGKONG CLUB.**

TO LET.

**TWO ROOMS** on the Ground Floor of the  
annex from 1st September next, suitable  
for Office. For particulars apply to the  
undersigned.  
C. H. GRACE,  
Secretary.  
Hongkong, 1st June, 1905. [1350]



# ROBINSON PIANO Co., LD.

THE PUBLIC MAY RELY  
IMPLICITLY ON GETTING  
FROM US  
**PIANOS**  
OF THE  
**HIGHEST CLASS.**  
EMBODYING THE VERY BEST  
MUSICAL AND WEARING  
QUALITIES  
AT  
**MODERATE**  
**PRICES**

OUR CLIENTS HAVE THE  
ADVANTAGE OF OUR  
30 YEARS' EXPERIENCE AS

**EXPERTS**  
**DEVOTED**  
**EXCLUSIVELY**  
TO THE PIANO TRADE.

WE ARE BY FAR THE  
**LARGEST**  
**IMPORTERS**  
AND  
**MANUFACTURERS**  
IN CHINA; AND STOCK THE  
GREATEST VARIETY OF  
**MAKES.**

Hongkong, 9th June, 1905. [1368]

**A. LING & CO.**  
FURNITURE STORE,  
PLATED GLASS AND CROCKERY  
WARE, &c., &c., and FOCHOOW  
LACQUERED WARE.  
68, QUEEN'S ROAD CENTRAL,  
Hongkong, 21st September, 1903. [122]

**WEBLEY & SCOTT**  
REVOLVER & ARMS CO., LD.

**AUTOMATIC REVOLVERS,**  
**PORTING GUNS, &c.**

**G. REISS & CO., LD.**

SOLE AGENTS FOR CHINA & JAPAN,  
12, SZECHUEN ROAD,  
SHANGHAI. 1571

## BANKS

### INTERNATIONAL BANKING CORPORATION.

Fiscal Agents of the United States in China  
the Philippine Islands and the  
Republic of Panama.

**CAPITAL AND RESERVES**  
Authorized Capital \$10,000,000  
Capital Paid Up \$3,250,000  
Reserve Fund \$3,250,000  
HEAD OFFICE: New York.

**LONDON OFFICE:** Thredneedle House, E.C.  
Branches and Agents all over the World.

**NATIONAL PROVINCIAL BANK OF ENGLAND,**  
LIMITED.

**UNION OF LONDON AND SMITH'S BANK,**  
LIMITED.

**BRITISH LINEN COMPANY BANK**  
The Corporation transacts every description  
of Banking and Exchange business, receives  
money in Current Account and accepts Fixed  
Deposits at rates which may be ascertained on  
application.

**CHARLES R. SCOTT,**  
Manager.  
20, Des Voeux Road,  
Hongkong, 28th May, 1905. [1062]

**THE MERCANTILE BANK OF  
INDIA, LIMITED.**

**AUTHORIZED CAPITAL** £1,500,000  
**SUBSCRIBED** £1,250,000  
**PAID-UP** £525,000  
**RESERVE FUND** £110,000

**LONDON JOINT STOCK BANK, LIMITED.**

**INTEREST** allowed on Current Accounts at  
the rate of 2 1/2% per annum on the Daily Balance.  
On Fixed Deposits—

For 12 months 4 1/2%  
" 6 " 4%  
" 3 " 3 1/2%  
A. R. LITTON,  
Acting Manager.  
Hongkong, 30th June, 1905. 26

## BANKS

**THE  
DEUTSCH-ASIATISCHE BANK.**  
AUTHORIZED CAPITAL.....Sh. Tels 7,500,000  
HEAD OFFICE—SHANGHAI.  
BOARD OF DIRECTORS: BERLIN.

BRANCHES: Hankow  
Tientsin  
Calcutta  
Tientsin

**LONDON BANKERS:**  
Messrs. N. M. Rothschild & Sons,  
The Union of London and Smith's  
Bank, Limited.

**DEUTSCHES BANK (BERLIN), LONDON AGENT**  
DIREKTION DER DISKONTO GESELLSCHAFT.

**INTEREST** allowed on Current Account  
DEPOSITS received on terms which may be  
learned on application. Every description of  
Banking and Exchange business transacted.

**M. ROMAN,**  
Manager.  
Hongkong, 1st April, 1905. 32

**THE CHARTERED BANK OF INDIA  
AUSTRALIA AND CHINA.**

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.

**CAPITAL PAID-UP** £2,800,000  
**RESERVE FUND** £2,800,000  
**RESERVE FUND** £2,800,000

**INTEREST** allowed on Current Account at  
the rate of 2 1/2% per annum on the Daily Balance.  
On Fixed Deposits for 12 months 4 per cent

" 6 " 3 1/2%  
" 3 " 3%  
T. P. COCHRANE,  
Manager.  
Hongkong, 18th May, 1905. 29

**HONGKONG & SHANGHAI BANKING  
CORPORATION.**

**PAID-UP CAPITAL** £10,000,000  
**RESERVE FUND** £10,000,000  
**STERLING RESERVE** £10,000,000  
**SILVER RESERVE** £10,000,000

**RESERVE LIABILITY OF PROPERTIES** £10,000,000

**COURT OF DIRECTORS:**  
H. A. W. SLADE, Esq., Chairman.  
A. HAUPT, Esq., Deputy Chairman.  
Hon. C. W. Dickson, Esq., H. Schurart, Esq.  
Hon. G. G. G. Esq., Hon. J. H. Esq.  
Hon. J. H. Esq., Hon. J. H. Esq.  
Hon. J. H. Esq., Hon. J. H. Esq.

**CHIEF MANAGER**  
Hongkong—J. R. M. SMITH  
**MANAGER**  
Shanghai—H. E. R. Hunter.

**LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.**

**HONGKONG—INTEREST ALLOWED.**  
On Current Account at the rate of Two per  
Cent. per annum on the daily balance.

On Fixed Deposits:  
For 3 months 2 1/2% per cent. per annum.  
For 6 months 3% per cent. per annum.  
For 12 months 4% per cent. per annum.

J. R. M. SMITH,  
Chief Manager.  
Hongkong, 17th May, 1905. 23

**THE  
YOKOHAMA SPECIE BANK  
LIMITED.**

ESTABLISHED 1880.  
**CAPITAL SUBSCRIBED** Yen 24,000,000  
**CAPITAL PAID-UP** " 15,000,000  
**CAPITAL UNCALLED** " 6,000,000  
**RESERVE FUND** " 8,720,000

**HEAD OFFICE—YOKOHAMA.**

**BRANCHES AND AGENTS:**  
Tokyo Kobe Nagasaki  
London Lyons New York  
San Francisco Honolulu  
Shanghai Tientsin Hankow  
Dairen Peking Manchu  
Port Arthur Chiaofoo

**LONDON BANKERS.**  
THE LONDON JOINT STOCK BANK, LIMITED  
FABE'S BANK, LIMITED.  
THE UNION OF LONDON AND SMITH'S  
BANK, LIMITED.

**HONGKONG—INTEREST ALLOWED.**  
On Current Account at the rate of 2 per cent  
per annum on the daily balance.

On Fixed Deposits for 12 months 5 1/2% per annum  
" 6 " 5%  
" 3 " 4 1/2%  
TAKEO TAKAMICHI,  
Manager.  
Hongkong, 22nd May, 1905. 27

**THE BANK OF TAIWAN LIMITED**  
(INCORPORATED BY SPECIAL IMPERIAL  
CHARTER)

**CAPITAL SUBSCRIBED** Yen 5,000,000  
**CAPITAL PAID-UP** " 2,500,000

**HEAD OFFICE: TAIPEI, FORMOSA.**

**BRANCHES AND AGENTS:**  
Amoy Kobe Tientsin  
Anping Nagasaki Tientsin  
Fuchow Osaka Tokyo  
Keelung Shanghai Yokohama

**HONGKONG OFFICE:**  
4, QUEEN'S ROAD.  
Interest allowed on Current Account.  
Deposits received on terms which may be learnt  
on application.

**S. SHIGENAGA, Manager.**  
Hongkong, 1st November, 1904. [1121]

**HONGKONG SAVINGS BANK.**

The Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
HAI BANKING CORPORATION. Rules  
may be obtained on application.

**INTEREST** on deposits is allowed at 3 1/2  
Per Cent. per annum.  
Depositors may transfer at their option  
balances of £100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 Per Cent. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION.  
J. R. M. SMITH,  
Chief Manager.  
Hongkong, 1st May, 1905.

## CLAIM FOR SALVAGE.

At H. M. Supreme Court, Shanghai, on 1st  
July, before Mr. Justice de Saumarez, the  
owners, captain, and crew of the s.s. *Ardoza*,  
sued the owners of the sailing ship *Dundonald*.  
When this case was called on Mr. J. C.  
Hanson, who appeared for the defendants, asked  
that he might call Lloyd's surveyor to give his  
evidence at once, and his Exchequer acquiesced.  
William C. Paulsen, Lloyd's surveyor at  
Shanghai, was sworn. He stated that on the  
11th of April and again on the 21st of April he  
visited the *Dundonald*. He made a survey and  
the press copy of it was produced. This report  
also included a survey of the 25th April made  
when the *Dundonald* had gone into dock.  
Witness visited the ship twice before she was  
decided but there was one survey then, and one  
when she had been docked. The carrying away of  
her pumps, the *Dundonald* was not damaged.  
Her masts rigging and sails were not damaged.  
She was picked up by the *Ardoza* about 242  
miles from Shanghai, but in witness's opinion  
she could have reached port without assistance.  
Mr. Macleod, who appeared for the plaintiff,  
cross-examined witness, who stated that in his  
survey report of the 21st April he did say the  
deck was strained and leaking. He did not  
consider this important. The pump having  
been carried away any water that got in would  
have to be baled out with buckets. Witness  
had no personal experience in the handling of  
sailing vessels.

Mr. Macleod said in this case the pleadings  
would show all the points at issue. The whole  
of the question was as to what condition the  
vessel of the *Dundonald* was in when she was  
picked up.

The claim was as follows:—  
1.—The British steamship *Ardoza* is a British  
vessel of 2,271 tons, register, official number  
118094. Her master is William Lewis Smith  
and her value £40,000 sterling or thereabouts.  
The above named sailing vessel *Dundonald* is a  
British vessel of 2,114 tons, register or there-  
abouts, of the Port of Glasgow, official number  
59121, manned with a crew of 28 hands. Her  
master is John Thorburn and her value £10,000  
or thereabouts.

2.—On the 5th day of April, 1905, whilst  
the said *Ardoza* was on a voyage from Hongkong  
to Kuchino in Japan, she fell in with the  
said *Dundonald* in Lat. 28 11 N. Long. 122 39  
E. The weather at the time was very rough  
and stormy with a moderate North wind and a  
high swell from the North-east.

3.—The said *Dundonald* when sighted by  
the said *Ardoza* was sailing under two lower  
topsails, a fore-sail and stay-sail, and was  
flying a signal "M. Y." signifying that she  
was in distress, and wished to be taken  
in tow.

4.—The said *Dundonald*, which was on a  
voyage from Shanghai to Newcastle in ballast  
was disabled owing to her ballast having shifted  
and she was in a position of considerable peril  
and had been for a number of days.

5.—Those on board the *Dundonald* requested  
those on board the *Ardoza* to tow the *Dundonald*  
to Wooming and accordingly a line was passed  
on board the *Dundonald* and towing was com-  
menced at 4.20 p.m. on the said 5th day of April.

6.—The speed was slowly increased; both the  
*Ardoza* and the *Dundonald* rolling heavily in a  
high beam sea.

7.—Such weather continued through the  
night; both vessels rolling heavily and the  
*Ardoza* continually straining.

8.—On the 6th day of April there was a fresh  
gale from the North-west and a short heavy  
rain, causing the work of towing to be very heavy.  
At 8 p.m. on the 6th April the wind and sea  
moderated considerably.

9.—At 12 noon on the 7th April the *Ardoza*  
let go the *Dundonald*, having towed her to  
Wooming, a distance of 242 miles.

10.—The *Ardoza* has sustained damage owing  
to the said services as follows:—Deck under the  
bit on the poop very badly strained.  
One five-inch wire hawser, one 3-inch  
wire hawser and two six-inch Manila  
hawsers all chafed and strained. Sixty fathoms  
3 1/2-inch Manila hawser out and lost. Thirty  
fathoms of ratline out for lashings. Ten yards  
of canvas used for parceling damaged, and for  
future use.

11.—The *Ardoza* was lightly laden and was  
manoeuvred with considerable difficulty and risk.  
12.—The *Dundonald* was at the time she was  
sighted by the *Ardoza* and for some days  
previously in great danger of becoming totally  
wrecked and those on board in great danger of  
being drowned, and it was owing to the skill  
and services of those on board the *Ardoza* that  
the *Dundonald* and all on board were brought  
out of such peril to a place of safety.

13.—The plaintiffs have also sustained damage  
owing to extra consumption of coal and loss of  
time.

The plaintiffs claim as reward for such  
services the sum of £4,500 sterling and costs.

**DEFENCE.**  
1.—The defendant admits the allegations in  
paragraph one of the statement of claim except  
those as to the value of the two vessels. The  
value of the *Dundonald* at the time the service  
mentioned in the statement of claim was  
rendered was £7,000.

2.—On the 20th February, 1905, the *Dundonald*  
sailed from Shanghai bound on a voyage to  
Newcastle, New South Wales, laden with  
1,000 tons and ballast and 400 stone ballast  
manned with a crew of 28 hands.

3.—On the 4th and 5th March the *Dundonald*  
encountered a severe gale and owing to it  
is believed to the end and ballast having been  
taken on board in a frozen condition and to its  
having thawed, the ballast shifted breaking  
away the shifting boards and stanchions and  
causing the vessel to have a heavy list and  
being considered that it was not desirable to  
continue the voyage, it was decided to put  
the ship back and to make for Hongkong if  
possible.

4.—On the 10th March the ship having met  
with so much southerly wind and having got  
too far to the north it was decided by those on  
board to make for Kobe.

5.—From the 23rd March to the 29th March  
the vessel experienced very severe weather,  
and owing to the wind being mainly from the  
north it was decided by those on board the  
*Dundonald* to make for Shanghai.

6.—After the 29th of March the weather  
moderated considerably and by the 5th of April  
when the *Ardoza* was sighted, the weather had  
become fine and the sea smooth and by that time  
those on board the *Dundonald* had been able to  
bale out large quantities of water from the  
deck and to put the ship in better trim so that  
at the time the *Ardoza* was sighted the *Dun-*  
*donald* was in much better condition than she  
had been when she encountered the heavy  
weather which she experienced from the 23rd of  
March to the 29th of March and although she still  
had a list of about 12 degrees which rendered it  
advisable that she should not continue so long  
a voyage as that to New South Wales, the ship  
was in no danger having sustained no material  
damage beyond the breaking of the stanchions  
above referred to and was in quite seaworthy  
condition.

7.—At about 3.30 p.m. on the 3th of April  
while the *Dundonald* was sailing under two  
lower topsails, fore-sail, stay-sails and spanker  
and being then in Lat. 28 10 N. and Long.

122 52 E. and between 240 and 251 miles from  
Shanghai the steamer *Ardoza* coming close to  
her, those on board the *Dundonald* signalled  
"M. Y." signifying that she wished to be  
taken in tow and having asked to be towed to  
Wooming the *Ardoza* sent a boat alongside with  
a tow line, and the tow gear having been  
made fast the *Ardoza* at about 8.30 p.m. com-  
menced to tow the *Dundonald* to Wooming,  
which was reached about 11.40 a.m. on the 7th  
of April, the total distance towed being about  
242 miles.

8.—At the time the *Ardoza* came along-  
side the *Dundonald* the weather was fine and  
the sea smooth and the fastening of the towing  
gear was effected without any difficulty or  
danger. The sea continued smooth throughout  
the whole of this towage and after the towage  
commenced it continued without any trouble to  
either ship and without any interruption save  
for slowing down early on the morning of the  
7th of April to take on board the pilot.

9.—Throughout the service rendered by the  
*Ardoza*, the *Ardoza* and those on board incurred  
no danger and had no difficulty in performing  
the said service, which was of a very ordinary  
character.

10.—The *Dundonald* was not in any immediate  
danger and the merely required towage service  
and those on board her were not in danger.  
11.—Save as hereinbefore appears, the defend-  
ants deny all the allegations in the plaintiff's  
statement of claim.

Evidence was then called:  
William Lewis Smith, captain of the *Ardoza*  
and one of the plaintiffs in this case, said he had  
fourteen years' experience as a master, six in  
sailing ships and eight years in steamers.  
Previous to this he had ten years' experience as  
a mate in sailing ships. When witness sighted the  
*Dundonald* at 3.30 on the 5th of April there was  
a moderate wind but a high north-east sea. The  
*Dundonald* then appeared to be in difficulties  
and when they got nearer the signal "M. Y."  
was seen flying on the *Dundonald*. This signal  
meant "Ship disabled. Will you tow?" Wit-  
ness replied "Yes," and the *Dundonald* replied  
"Shanghai." The *Dundonald* was carrying  
two lower topsails, two stay-sails and a  
spanker, twenty-five per cent. of what she  
could have been carrying in such weather. The  
*Dundonald* was a four-masted barque. She had  
nothing on her main mast and was lying  
"on her wind." The sailer was making as  
much leeway as headway, and there was a heavy  
list. Witness sent a line on to the *Dundonald*  
and the tow rope was fast. Witness's vessel  
was light at the time and in ballast. When the  
*Ardoza* commenced to steer to the north-west  
she made head to the tow line, the port and  
starboard running abeam. The *Dundonald* rolled  
heavily at first, when they got into smooth sea.  
Witness's vessel had been running between  
Hongkong and Japan since the first of this  
year but he did not call at Shanghai. "Fortu-  
nately on that trip he had purchased a map of  
the Chusan archipelago. Witness had been to  
Shanghai years ago. In his opinion the  
*Dundonald* could not have got into Shanghai  
if it had not been for the assistance of the  
said *Ardoza*. The weather was one of the most  
difficult places to approach for a vessel in the  
condition the *Dundonald* was in, as be-  
tween some of the islands there were very  
uncertain circular currents. Witness brought  
the *Dundonald* through the channel between  
Chusan island and Taiwan island where there was  
a current of between four and six knots and the  
channel about six miles wide. In any case, in  
coming to Shanghai the *Dundonald* would have  
to pass through such channels. On the way  
down to Australia about 29 miles would have  
been the narrowest channel the captain of the  
*Dundonald* had to pass through, unless he  
went looking for narrow channels." Witness  
was a licensed pilot for the port of Newcastle,  
Australia, whether the *Dundonald* was bound.

In March and April the wind was in the  
eastern quarter, varying from N. by N. E. to  
E. The strongest E. the *Dundonald* got was  
to land, was Taisan island, which was on a  
dangerous coast. It was utterly impos-  
sible for the *Dundonald* to get to Shanghai  
without a tow and a powerful tow too,  
for a ship of her size. On the day the  
*Dundonald* arrived at Wooming witness went  
aboard her and remained on board while she  
was towed up the river. The ballast in her was  
then what he called "All sloot." It was just  
like a mud if a man had attempted to step  
on it he would have gone under and to the  
bottom. If what the officers of the *Dundonald*  
said was true, she would have been entirely  
unmanageable in a few days and would have  
rolled over when a gale sprang up. The mate  
of the *Dundonald* told witness that the ship  
was going by the head and the list coming  
forward to.

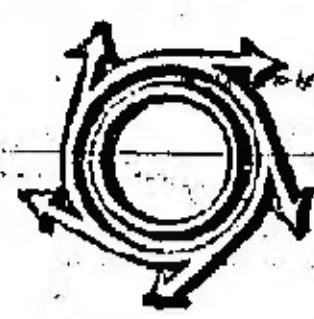
The *Dundonald* still had a heavy list  
when coming up the river from Wooming.  
It would have taken days to get the water off the  
deck, and witness doubted if it ever could have  
been got off. It could not have been done at sea.  
The second officer told witness that a few days  
before in a gale they would have been very glad  
to have got out of the ship. £50 or £60 would  
replace the tackle which had been damaged in  
the towing of the *Dundonald*. The *Ardoza* lost  
three days by the tow. The charter of the  
*Ardoza* was for £1,080 per month and the  
charter party paid all charges for coal stevedoring,  
coal, and 12 men and attempted to step  
informed witness, that the loss by the day was  
£50 to £60 a day. The value of the *Ardoza*  
witness would estimate at about £37,000. She  
was a new ship, about thirteen months old. In  
the £50 or £60 a day he did not know whether  
or not the extra cost of coal was included. The  
Matei Bunsan Kaisha told him the ship was  
costing them £50 to £60 a day and he did not  
know more than that. Bunker coal was  
17 1/2 tons when he was in Japan previous  
to towing the *Dundonald*.

Mr. Macleod remarked that the plaintiffs  
had said the value of the *Dundonald* was £10,000,  
but his learned friend said it was £7,500 and  
they would agree to that.

Witness, asked by Mr. Hanson if he had any  
experience of salvage before, said he had but  
unfortunately he was on the other steamer—the  
one that had to be towed in.

Thomas Jones, chief officer of the *Ardoza* said  
he had been thirty years at sea, over twenty  
years of which were spent on sailing vessels.  
On the day the *Dundonald* was sighted there  
was a very heavy north-east swell. Witness  
agreed with the captain as to the amount of sail  
that was being carried and added that the  
*Dundonald* was in a very dangerous condition.  
She was going a little forward but at the same  
time about four points to leeward. Witness and  
four seamen went alongside in a boat and sent a  
rope aboard. The people on the *Dundonald* had  
a list to port and they were glad you have taken hold of  
the stanchions are gone and the cargo is in a  
puddle." In witness's opinion the *Dundonald*  
could not have continued her voyage and with  
the prevailing winds she could never have made  
Shanghai, as in light wind she was going to  
leeward. Witness kept the log put in.

Robert Gourlay, Chief Engineer of the  
*Ardoza*, produced his log. The *Dundonald* had  
a list to port and she rolled badly. The strain  
on the extra ship resulted in the engines giving  
some trouble at first and during the tow the  
watches had to be doubled. The usual coal  
consumption of the *Ardoza* was about 26 tons  
per day which represented an average speed of  
ten knots.



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In reply to his Lordship, Mr. Hanson said  
the case was then adjourned, the date to be  
arranged.—N. C. Daily News.

## THE PEACE TERMS DISCUSSION.

VIEW OF THE "Jiji."

The Tokyo Jiji, says:—  
"The peace that is to be made must be of a  
permanent character. We do not intend to  
impose excessive terms on Russia. For ourselves  
we would wish the terms to be the having  
possible, but this is quite impracticable, as a con-  
sideration will show. The theatre of war is in  
the Far East, and however much we may strive,  
encouraged by an unbroken succession of  
victories, it would be impossible for us to threaten  
the Russian capital and force Russia to sign  
a peace protocol at St. Petersburg. Such  
being the case, we must not expect much  
from Russia, but what we do expect is  
permanent peace in the Far East. By this  
we mean a peace that will endure for thirty or  
fifty years, and if we do not go further than  
this it is because in the present state of human  
history it is impossible to foresee conditions a  
hundred years hence. Japan would be very  
moderate in demanding such terms as will suffice  
to ensure peace for at least thirty or fifty years,  
and no one could say that terms looking to this  
result are excessive. If peace is made up on  
other conditions not sufficient to ensure  
peace for the term mentioned, it will be  
called a lengthy armistice. We have  
carried on a great war, but if we are  
placed in such a position as will necessitate  
the continued use of our national resources in  
preparation for the time when Russia will re-  
taliate, and are given time to heal our own wounds,  
daily expecting the renewal of hostilities, the  
present war for which we have sacrificed life  
and treasure will have been fought in vain and  
the object of the war will not in the least have  
been attained.

"Terms which will ensure peace for from  
thirty to fifty years, therefore, must be looked  
upon as moderate, but at present it is doubtful  
whether it is possible to impose even these  
moderate terms. The attitude of Russia towards  
the peace negotiations appears to show that  
she is not seeking peace because of her  
incapability of continuing the war, but that  
she has only agreed to a meeting of plenipotenti-  
aries in compliance with the advice of a third  
party. It appears that there are people con-  
fident that Russia is serious in regard to the  
peace negotiations, and who expect that peace  
will soon be concluded, but this is not so.  
Judging from her present attitude, it cannot be  
said that she is seriously considering peace.  
The discussions regarding the personality and  
ability of the plenipotentiaries seem unnece-  
sary, for there is little room for diplomacy in  
the negotiation of terms. The success of  
the negotiations entirely depends upon the  
effective power of Japan. In this respect, we  
must place ourselves in the most advantageous  
position. So far our Army and Navy have  
been uniformly successful, but Russia has not  
yet yielded, as will be seen from her attitude.  
The only course now to be taken by Japan is  
to consider the question of peace and the contin-  
uation of war independently, and we must push  
forward our operations irrespective of the  
proposed negotiations. We must prepare for a  
continuance of the war and develop our plans  
accordingly. There is now a pressing need for a  
special session of the Diet for the provision of  
further additions to the War Fund. Whoever  
may be chosen as Japanese plenipotentiary for  
conducting the proposed peace negotiations, it  
matters little, as the negotiations have meagre  
prospect of success. But if peace should be  
happily arranged upon satisfactory terms, it  
can only be ascribed to our firm determination  
to carry on the war to the end. It is useless  
to listen to the irresponsible talk of peace."

"The Tokyo Jiji, says:—  
"The peace that is to be made must be of a  
permanent character. We do not intend to  
impose excessive terms on Russia. For ourselves











